

Helena Custer Avenue Interchange—Then and Now

The Helena area is now reaping the rewards of a new interchange at Custer Avenue. Built in the 1950's as a narrow two-lane structure with no access to Interstate 15 (I-15), Custer Avenue was not meeting modern-day safety and traffic demands.

The project was identified in MDT's 2003 I-15 Corridor Environmental Impact Statement (EIS) and Record of Decision. Among six projects named, the EIS recommended a full interchange at Custer Avenue to provide access to I-15 and a safe roadway for motorists, cyclists, and pedestrians. The interchange would also add approaches to expanding commercial and retail infrastructure located along and near Custer Avenue.

Since the initial project design work in 2004, a major focus for MDT was minimizing the impacts of construction on the Helena community. MDT recognized that deliberate attention would be required to deliver a successful project. The department immediately began preparing a comprehensive strategy incorporating effective management policies and mobilizing resources to deliver this complex project. MDT fostered an effective team approach to the project, working in partnership with FHWA, the city of Helena, Morrison-Maierle, Inc., Schellinger Construction, Helena Sand & Gravel, and local Custer Avenue businesses.

The project was strategically split into three phases to facilitate traffic management and reduce construction impacts to area businesses and citizens:

Phase 1—Cedar Street Widening included four through lanes and a center turn lane between Montana Avenue and I-15. This phase was completed 20 days ahead of schedule in August 2010 by Helena Sand & Gravel. With the completion of this phase, Cedar Street could be used as

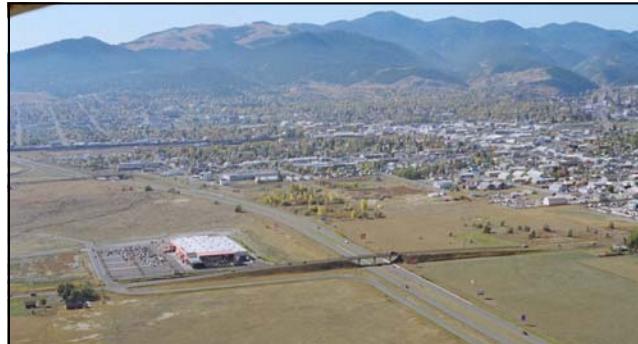
the detour route when the Custer Avenue overpass and bridge were closed.

Phase 2—Frontage Road Realignment of the two-lane frontage road to connect to a repaved Washington Street allowing the construction of the northbound on-ramp. This phase was completed August 2011.

Phase 3—Custer Interchange Construction consisting of four through lanes with left-turn bays, bike lanes and ADA pedestrian walkways, five ramps, auxiliary lanes on I-15 between Custer and Cedar, and a bridge were completed May 2012. Incorporated within this phase was the upgrading of the York Road intersection to provide southbound motorists a slip lane to westbound Custer. MDT employed a state-of-the-art traffic simulation model to convince stakeholders that bridge closure was the least disruptive solution. Several alternative bridge designs allowed the contractor different construction approaches, which resulted in shaving 35 days off the 75-day maximum closure period and earning the contractor maximum early completion bonus, thereby creating the least disruption.

Of the six projects identified in the I-15 Corridor EIS, the Custer Avenue Interchange is the fifth project completed. Previous projects completed include the South Interchange construction, Capital Interchange improvements, Montana City Interchange improvements, and Lincoln Road Interchange improvements. Design is currently underway for the last project on the corridor, the widening of I-15 including bridges between Cedar and Prospect Avenues.

Of the projects completed, Custer Interchange is arguably the most successful based on complexity and implementation while reducing construction impacts to the community.



Helena Custer Avenue Interchange construction before (top), in construction phase (center), and completed (bottom).

Mike Tooley New MDT Director

Governor-elect Steve Bullock has chosen Mike Tooley as the new director of the Department of Transportation. He will officially begin his new duties on January 7, 2013.

Mike recently retired from the Montana Highway Patrol after 28 years with the agency, the four most recent years serving as colonel. He began his career with the speed enforcement squad, became a division commander in 2002, and a lieutenant colonel in 2004.

Mike is a graduate of Helena Capital High, 1980; Harvard University, Senior Executives in State and Local Government, 2006; Grand Canyon University with a bachelor's degree in public safety administration, 2007; and the FBI National Academy, 2008. He was a member of the Montana Army National Guard from 1998-2000 and the U.S. Naval Reserves from 2000-2005.

Mike and his wife, Olivia, have six children.



Mike Tooley

Pat Wise Named MDT Deputy Director



Pat Wise

Pat Wise was recently named MDT's deputy director. Pat is currently an Economic Development Specialist in the Governor's Office of Economic Development.

She started in workforce development as a counselor for at-risk youth in Helena in 1981. She went on to work with dislocated workers throughout Montana as the Director of the Montana State AFL-CIO's Project Challenge: Work Again.

Pat worked for ten years with a wide array of local, state, and federal workforce development programs at the national AFL-CIO's Working for America Institute where she served as a Disability Specialist and the Midwest Regional Coordinator for the Institute. In her capacity as a regional coordinator, she facilitated the development of state and regional partnerships between public programs, employers and organized labor to benefit dislocated workers in states from Michigan to Missouri. As the Executive Director of the California Labor Federation's Workforce and Economic Development department, Pat coordinated the advancement of High Roads Partnerships providing skilled workers and training to employers throughout California. Pat also worked for the Montana Nurses Association as its Labor Director.

Emergency Medical Services Grant Program in Fourth Round of Funding



MDT is pleased to announce that a fourth round of funding has been awarded for the Emergency Medical Services (EMS) Grant program. This grant provides 90 percent of the cost to acquire lifesaving equipment for Montana's volunteer ambulance services. The last round, 2011 fall equipment distribution is nearing completion with only a few ambulances yet to be built and delivered. The 2012 equipment and vehicles are in the purchasing process.

Since the beginning of the EMS grant program, over half of all applicants in each round have received funding for requested items through the program. The previous grant awards have included 23 emergency vehicles, 22 power cots, and 27 training manikins. The fourth round will include six emergency vehicles, four power cots, plus six AEDs and cardiac monitors. A wide variety of medical and communication equipment has been purchased through the program in this and previous rounds.

Following is an excerpt from a letter MDT received from a 2010 grant recipient:

"Fire and EMS personnel were able to use the new extrication equipment to quickly and safely lift the vehicle off the patient to save his life. He was transported to the hospital where he was reported to be in stable condition. Without the new extrication equipment purchased through the EMS grant the Fire Company would not have had the right equipment to perform this rescue operation and the patient would have very likely lost his life. The new equipment made it possible to perform the rescue and can be credited with a save."

Contact MDT's Rail, Transit, and Planning Division at 444-3423 for more information, or visit www.mdt.mt.gov.

MDT Researches Oil Boom Impacts on Montana

MDT continues to plan for and address the impacts of the oil boom in eastern Montana. In addition to the work of MDT Maintenance crews, Engineering and Motor Carrier Services, the Planning Division is organizing several efforts to plan for specific corridors in the area, as well as researching the overall effect of the increased truck traffic on the quality and durability of the pavements. This study should be finalized by the end of the year.

Interim reports and the final study, when available, can be accessed at <http://www.mdt.mt.gov/research/projects/pave/oil.shtml>.

Transit Tales

2013 Transit and Highway Traffic Safety Grant Deadlines

Transit Grants and Funding

MDT's Transit Section is responsible for administering federal and state operating and capital grant programs to qualified organizations providing transportation to the rural general public, including the mobility of seniors and individuals with disabilities. Eligible recipients of this funding include local public bodies, private non-profit organizations, tribal governments and agencies, and operators of public transportation services.

The table below lists the timelines for major milestones in transit for state fiscal year (SFY) 2014 (July 1, 2013 - June 30, 2014):

| Milestone | Timeline |
|-------------------------------------------------------------|--------------------------|
| Fall Transit Management Workshop – mandatory training | October 2012 |
| Application submission deadline for SFY 2014 funding | March 1, 2013 |
| Application reviewed by regional transit planners | March 1 – April 30, 2013 |
| Contracts routed and mailed | May 1 – June 30, 2013 |
| Contracts signed and returned to MDT | June 30, 2013 |
| New contract year begins | July 1, 2013 |

Applications and transit-related information are available on the Web at http://www.mdt.mt.gov/business/grants_transit.shtml.

Contact David Jacobs at 444-9192 or dajacobs@mt.gov for more information.

Highway Traffic Safety Grants and Funding

MDT's Highway Traffic Safety office is dedicated to reducing the number and severity of traffic crashes, injuries, and fatalities on Montana's highways. The primary areas of focus are occupant protection (seat belts and child safety seats) and impaired driving prevention.

The office disburses federal funds from the National Highway Traffic Safety Administration to applicants with evidence-based strategies for increasing seat belt and child safety seat use and reducing impaired driving. Funds are also available to help law enforcement entities purchase equipment such as in-car video cameras and portable breath testing equipment that aid in the enforcement of the state's DUI laws.

Changes in the last federal Transportation Authorization Act, Moving Ahead for Progress in the 21st Century (MAP-21), requires MDT's State Highway Traffic Safety office to change the timelines for submitting applications for highway safety grant funding. Below are the new timelines for federal fiscal year (FFY) 2014 (October 1, 2013—September 30, 2014):

| Milestone | Timeline |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------|
| Application submission deadline for FFY 2014 funding | March 1, 2013 |
| Preliminary contract negotiations | April 30 – May 30, 2013 |
| Draft Annual Highway Safety Plan (HSP) prepared by MDT and submitted to the Governor's Representative for approval | May 1 – June 30, 2013 |
| Deadline for Annual Highway Safety Plan submission to National Highway Traffic Safety Association | July 1, 2013 |
| Notification to applicants regarding funding awards | September 1, 2013 |
| Signed contracts due from grantees to MDT | October 1, 2013 |
| <i>Start of Federal Fiscal Year 2014</i> Contracts are finalized and routed for signatures | October 1, 2013 – September 30, 2014 |
| Annual Highway Safety Planning Meeting - selected applicants will make brief presentations on proposals for FFY 2015 *meeting moved because of MAP-21 reporting requirements | Fall 2013 |

Applications are available on the Web as follows:

- Agencies that would like to renew their current safety program:
http://www.mdt.mt.gov/publications/docs/grants/step-step_application.pdf
- Agencies that would like to apply for funding:
<http://www.mdt.mt.gov/publications/docs/grants/grant-app.pdf>

Contact Priscilla Sinclair at 444-7417 or psinclair@mt.gov for more information.

Transportation Assistance for Montana Communities

Montana's local governments face numerous challenges in improving and maintaining their transportation infrastructure and services. Transportation needs outpace available funding at all levels. MDT administers many funding and planning programs that help local governments address their local transportation needs. Following are some MDT-administered programs that support local projects:

Infrastructure

Surface Transportation Program-Secondary - Federal and state matching funds are allocated based on a statutory formula for improvements on Montana's Secondary Highway System. Capital construction priorities are identified at the local level and coordinated with MDT. Eligible activities include reconstruction, rehabilitation, and pavement preservation improvements. For more information, contact Wayne Noem at 444-6109.

Surface Transportation Program-Urban - Federal and state matching funds are allocated to Montana's urban areas (areas with a population greater than 5,000) for improvements to the Urban Highway System. Priorities are identified at the local level through established planning processes that include the public. Funds are primarily used for street reconstruction, rehabilitation, and traffic operation improvements. For more information, contact Zia Kazimi at 444-7252.

Fuel Tax Allocations - Counties and cities receive a portion of state fuel tax receipts based on statutory formulas for the construction, reconstruction, maintenance, and repair of rural roads and city or town streets and alleys. For more information, contact Ed Eretz at 444-6111 or visit www.mdt.mt.gov/business/fueltax.

Urban Highway Pavement Preservation - Federal funds and state matching funds are provided for cost-effective treatments to Urban Highway System routes. Priorities are identified through MDT district and local government consultation based on pavement management systems maintained at the local level. These improvements preserve the system, delay roadway deterioration, and improve roadway condition without adding capacity. For more information, contact Sheila Ludlow at 444-9193.

Transportation Alternatives - Federal and non-federal matching funds are provided for transportation alternative projects. Eligible projects include, but are not limited to, pedestrian and bicycle facilities; turnouts, overlooks, and viewing areas; lighting and safety related infrastructure improvement; projects to achieve ADA compliance; environmental mitigation and wildlife connectivity. Projects will be prioritized according to federal eligibilities and requirements under MAP-21. For more information, contact Mike Wherley at 444-4221 or visit www.mdt.mt.gov/business/ctep.

Montana Air & Congestion Initiative (MACI) - This unique MDT program provides funds for strategies to proactively address transportation-related air quality issues related to carbon

monoxide and particulate matter. Projects in eligible nonattainment or at-risk areas are prioritized and selected based on air quality benefits. Eligible projects have included the purchase of street sweepers and flush trucks necessary to reduce particulate matter and the funding of intersection improvements and signal synchronization projects to reduce carbon monoxide emissions. For more information, contact Janet Kenny at 444-7294.

Transit - Federal funding programs administered by MDT support community transit systems with operating, capital, and facility costs. A locally developed coordination plan is required which must include general public services as well as services for the disabled and elderly. Federal Health and Human Services funds may be used to match federal transit funds. For more information, contact David Jacobs at 444-9192 or visit www.mdt.mt.gov/business/grants_transit.shtml.

Montana Rail Freight Loan Programs - MDT administers a program that provides funds for railroad branch line improvements including construction, reconstruction, or rehabilitation of rail lines and related facilities. Eligible parties include railroad owners and operators and certain port authorities. For more information, contact Hal Fossum at 444-6116.

City Park Rest Areas - This program provides funding assistance to local governments to maintain or improve established city park rest area facilities. Proposals for assistance must directly benefit the traveling public. Improvements or expenditures must be reviewed and approved by MDT to be eligible for local government reimbursement. For more information, contact Sheila Ludlow at 444-9193.

Examples of Assistance MDT Provided in 2012

- Executed two rail freight loans
- MACI program provided 21 sweepers to 19 communities to address air quality issues
- Funded 35 Safe Routes to School non-infrastructure projects and 7 infrastructure projects
- Granted funding to 37 transit providers covering most of Montana and 4 intercity bus providers; public transportation was available on all Montana Reservations
- Twenty-one communities received Emergency Medical Service equipment totaling more than \$1 million
- SHTSO purchased through grant funding from NHTSA, 45 in-car video cameras and 29 body worn video cameras for numerous Montana law enforcement agencies between October 1, 2011 and December 31, 2012

Non-Infrastructure

Planning and Technical Assistance

Multimodal Transportation Plans - MDT provides financial and technical support for transportation planning in Montana communities beyond the three federally designated Metropolitan Planning Organizations. These cooperative planning efforts are usually managed by the local land-use planning offices to ensure consistency with other planning efforts. The plans help identify deficiencies, needs, and funding to ensure an efficient, safe, and modern transportation system. Contact Zia Kazimi at 444-7252 for more information.

Travel Demand Forecasting - MDT develops and maintains state-of-the-art computer models in Montana's larger communities to forecast future travel demand and analyze alternative transportation improvements to accommodate existing and future demand. MDT works with cities, counties, and other government agencies in the development of these models, which help inform decisions about future transportation network needs. For more information, contact Zia Kazimi at 444-7252.

Safety Planning - This MDT program provides technical and financial assistance to local governments for the development of Community Transportation Safety Plans. Through a coordinated process, safety stakeholders and agencies identify the specific transportation safety issues in a community, develop strategies to address those issues, and determine the responsible agency/person to monitor implementation of each strategy. Communities must demonstrate a commitment to implement and monitor progress. Contact Pam Langve-Davis at 444-7646 for more information.

Systems Impact Analysis Process (SIAP) - MDT's SIAP ensures a coordinated review of major developments initiated outside of MDT that may significantly and permanently impact the state transportation system. MDT coordinates development reviews with Montana's local governments to ensure their concerns are addressed and provides technical assistance to local governments interested in developing local processes similar to SIAP. For more information, contact Mike Tierney at 444-9416.

Corridor Planning Studies - MDT provides financial and technical support toward the development of corridor planning studies that may be requested by local governments. The goal of these studies is to better scope projects before moving into the project development process to achieve the lowest level environmental document while minimizing project delivery costs and time and providing early opportunities for public and resource agency participation. For more information, contact Zia Kazimi at 444-7252.

Information & Education

Research Programs - MDT conducts research to discover, develop, or extend knowledge needed to operate, maintain and improve Montana's multi-modal transportation system. Interested parties can propose research topics by April 30 each year through MDT's annual solicitation process. Guidelines are available at www.mdt.mt.gov/research/unique/solicit.shtml. For more information, contact Sue Sillick in MDT's Research Section at 444-7693.

State Highway Traffic Safety Programs - These programs provide funds to local coalitions, law enforcement, tribal governments, non-profits, and DUI Task Forces to promote the use of occupant restraints and prevent impaired driving. For more information, contact Priscilla Sinclair at 444-7417.

Bicyclist and Pedestrian Information Clearinghouse - MDT's bicycle/pedestrian coordinator reviews planned construction projects for bicycle/pedestrian safety and access issues, and acts as a liaison between MDT and bicycle/pedestrian interest groups. For more information, contact Mark Keeffe at 444-9273.

Training Courses - MDT periodically sponsors training courses taught by national experts. Since 1997, for example, MDT has sponsored eight courses in bicyclist and pedestrian accommodation design which were attended by over 2225 state and local engineers and planners. For more information, contact Mark Keeffe at 444-9273.

EMS Grant Program - The purpose of this program is to provide competitive grants to volunteer emergency medical providers for acquiring or leasing ambulances or emergency response vehicles, training, communication equipment, and for medical care equipment. For more information, contact Audrey Allums at 444-4210.

Data Collection and Management

MDT collects and maintains information about Montana's transportation system. This information is available to government entities and the public and includes:

- A comprehensive location inventory of all roads open to public travel in Montana, including basic physical characteristics such as length, width, and surface type.
- Traffic volume and classification data on roads owned and/or operated by MDT (with some additional data on local roads).
- Mapping and GIS services and products, including the official Montana State Highway map. For more information, contact Chris Dorrington at 444-7239.

Additional Support

Most federal-aid funding for projects and programs require non-federal matching funds. Although not required to do so, the state provides matching funds for infrastructure projects located on the state highway system and all bridge projects. Additionally, when funding has increased through the multi-year federal transportation authorization acts, the state has passed on the growth in federal program funding to programs of importance to local governments through the state-level Urban and Secondary Highway Programs.

Programs that benefit local governments are the result of cooperative state and local efforts to distribute limited funding as fairly as possible. MDT is committed to continued support of local transportation projects and planning to ensure a safe and reliable transportation system for Montana communities. For more information, visit MDT's Rail, Transit and Planning Division website at www.mdt.mt.gov/mdt/organization/railtran.shtml.

MDT-Supported Resources to Improve Traffic Safety

MDT's Highway Traffic program supports a number of projects that reach out beyond typical transportation partners to other disciplines to improve traffic safety. MDT provides federal funding for a Traffic Safety Resource Prosecutor (TSRP) and a Traffic Safety Resource Officer (TSRO) from the Montana Highway Patrol and soon will be adding a Judicial Outreach Liaison (JOL). All projects support traffic safety by providing training, resources, technical assistance, and a network of contacts for prosecutors, law enforcement, and judges. The goal is to have consistent identification, arrest, prosecution, and sentencing of traffic safety violators within the justice system.

Traffic Safety Resource Prosecutor

Attorney Erin Inman became Montana's first TSRP in June 2009 and acts as a liaison between prosecutors, the judiciary, law enforcement, community groups, and other stakeholders. In addition to training, Inman provides a variety of services, including on-site technical visits. She also updates a DUI Handbook for prosecutors. This reference manual includes case law and other relevant information for prosecutors preparing impaired driving-related court cases. For more information about this program, visit www.mdt.mt.gov/tsrp.

Traffic Safety Resource Officer

Montana Highway Patrol Trooper Kurt Sager has served as a TSRO since March 2009. He coordinates and provides the following training programs to local and state law enforcement agencies: Standard Field Sobriety Testing, Advanced Roadside Impaired Driving Enforcement, and Drug Recognition Expert training. These programs promote consistency in impaired driving arrests and investigation procedures across Montana. Sager also promotes and coordinates the scheduling of the Montana Highway Patrol's Mobile Impaired Driving Assessment Center for major events, including rodeos and fairs. For more information about these programs, visit www.mdt.mt.gov/safety/pts-tsro.shtml.

Judicial Outreach Liaison

In October 2012, MDT was awarded \$50,000 from the National Highway Traffic Safety Administration for a state JOL. The JOL will assist the State Highway Traffic Safety Office and the judiciary in reducing impaired-driving through a variety of strategies. Traffic education includes distribution of case law updates, ignition interlock technology updates, 24-7 transdermal alcohol monitoring, and other key impaired driving programs. The Highway Safety Office is in the process of recruiting a current or retired judge to serve in this position. For more information, or to request notification of the Request for Proposal, contact Lorelle Demont at 444-7411 or ldemont@mt.gov.

With a coordinated approach that includes a variety of stakeholders, MDT believes the number of fatalities on Montana roadways can be reduced.

For more information about Highway Traffic Safety programs, contact Priscilla Sinclair at 444-7417 or psinclair@mt.gov.

Research Corner

MDT Research Section Solicits Research Ideas

In support of its mission to serve the public by providing a safe, cost-effective transportation system, MDT sponsors a variety of research efforts with the following goals:

- Evaluate and advance new technologies, materials, and methods.
- Develop design and analysis techniques.
- Study current transportation challenges.

The MDT Research Section continually seeks new research ideas. Topics can be submitted anytime, but are only considered once a year with an April 30 deadline.

Research ideas must be submitted on the *Research Topic Statement form* and should be brief, preferably no more than two pages. Once received, an internal champion and sponsor is sought for each topic if one is not listed. Applicants are encouraged to speak with experts within MDT to match interests with research need. These discussions often yield a champion. The *Research Topic Statement form* is available at <http://www.mdt.mt.gov/research/unique/solicit.shtml> and is due by April 30, 2013.

Contact Research Programs Manager Sue Sillick at 444-7693 or by e-mail at ssillick@mt.gov for more information.

For more information on past and current research projects, visit http://www.mdt.mt.gov/research/projects/sub_listing.shtml.



Installation of corrugated polyvinyl chloride irrigation pipe on project right-of-way.

MDT research programs serve to discover, develop, and extend knowledge needed to operate, maintain, and improve the statewide multimodal transportation system.

In the Beginning....Montana's Highway Bridge Department

By Jon Axline, MDT Historian

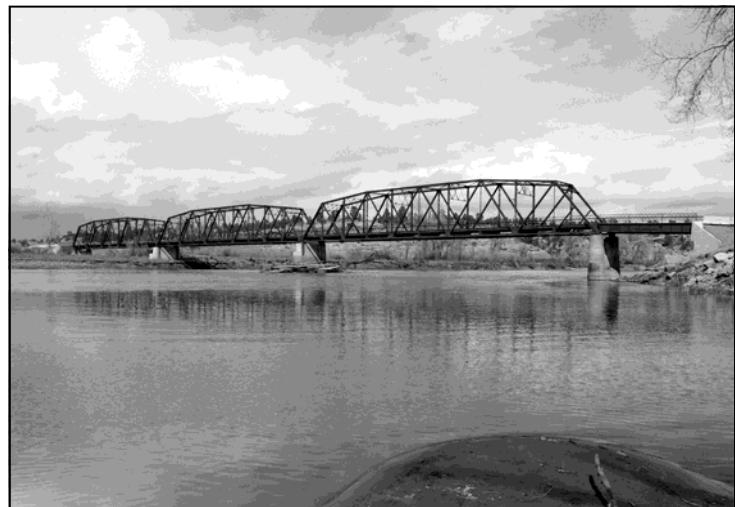
A few months after the first Montana State Highway Commission met in April 1913, it hosted a conference in Helena to discuss road and bridge matters with county officials. Commission secretary George Metlen divided the attendees into seven groups, assigning each group a specific topic concerning highway problems for discussion and asking for their recommendations. The groups addressed convict labor, road maps, and construction issues among other topics, but one subject generated the most discussion: bridges.

The counties, who were responsible for the construction of bridges within their jurisdictions, indicated to Metlen that they wanted increased state involvement in the bidding and construction phases of their bridge projects. One issue that caused concern among them was bridge pooling. During the first two decades of the twentieth century, there was an overabundance of bridge construction companies competing in a relatively limited market in Montana. Consequently, the companies developed verbal agreements whereby companies in specified counties always underbid their competitors on bridge projects and were then awarded the contracts. For example, the Billings-based Security Bridge Company won all the bridge contracts in central and southern Montana, while the O. E. Peppard Company of Missoula built all the major bridges in western Montana. The pooling agreements ensured that some bridge companies prospered while others were iced out of the market. The practice, which was patently illegal, was one of the reasons for the formation of the highway commission in 1913. There was no quality control for structures, no oversight to make sure the bidding process was fair, nor any guarantees that the counties got what they paid for.

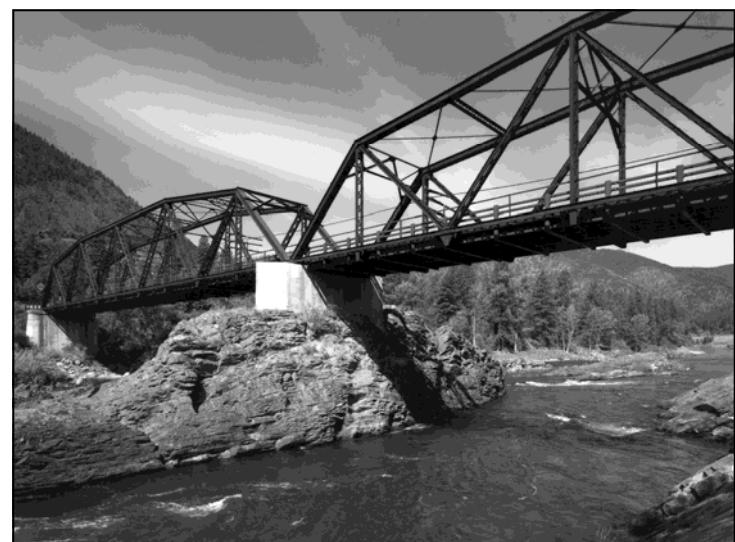
Nearly two years after that meeting, the 1915 Montana Legislature passed a bill that mandated the State Highway Commission to create a Bridge Department to develop standardized bridge plans and gave it oversight responsibilities for county-funded bridge projects on state-designated highways. The new law enacted most of the recommendations made by the counties at the 1913 meeting. Shortly after Governor Sam Stewart signed the bill into law in March 1915, the highway commission authorized Metlen to purchase the necessary "equipment, drawing tables, instruments, and supplies as will be needed for the proper administration of a bridge department." In May 1915, the commission hired Charles A. Kyle as its first bridge engineer. Over the next two months, Kyle developed standardized plans for steel truss bridges and one for a combination steel and timber truss structure. The standardized plans were housed at the county courthouses along with standard bid sheets. The highway commission required the counties to use the standardized designs, but the counties were still responsible for financing the structures. State bridge engineers supervised bridge construction projects and inspected the structures before the counties authorized payment to the contractors.

On July 18, 1915, the highway commission supervised its first bridge contract letting – for a steel truss bridge across the Bitterroot River east of Florence in Ravalli County. Over the course of the next year, the new Bridge Department oversaw the construction of 68 bridges in counties throughout Montana. A

few of the bridges from that time still stand. Browne's Bridge crosses the Big Hole River about six miles south of Melrose, while the bridge south of Beaverton on the High Line still carries traffic across Beaver Creek. The Musselshell Valley was the focus of much of MDT's early bridge-building efforts. There are four bridges, including a combination steel/timber truss span, that survive in the valley that are relics of that exciting time in MDT's history. The most visible is the Musselshell River Bridge just off US Highway 12 a couple miles east of Ryegate. Other bridges from that time that are easily viewed by motorists on Montana's highways are the Natural Pier Bridge (1917) across the Clark Fork at Alberton and the Missouri River Bridge at Toston (1919).



The Bundy Bridge spans the Yellowstone River at Pompey's Pillar. It was in the first group of bridges designed by the Montana Highway Commission's Bridge department in 1915.



The Natural Pier Bridge was constructed in 1917 and crosses the Clark Fork River at Alberton.

5,791 copies of this public document were published at an estimated cost of \$0.45 per copy for a total of \$2,617 which includes \$654 for printing and \$1,963 for distribution.

MDT's mission is to serve the public by providing a transportation system and services that emphasize quality, safety, cost effectiveness, economic vitality, and sensitivity to the environment.

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MDT Wants Your Comments

To receive a list of highway projects MDT plans to present to the Transportation Commission, visit http://www.mdt.mt.gov/pubinvolv/docs/trans_comm/proposed_proj.pdf, or give us a call at 1-800-714-7296. You can mail your comments on proposed projects to MDT at the following address or e-mail them to mdtnewprojects@mt.gov.

MDT Project Analysis Manager
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Contact Information

Only the most frequently requested numbers are listed here. For an area or person not listed, call 800-714-7296 (in Montana only) or 406-444-3423. The TTY number is 406-444-7696 or 800-335-7592.

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MDT attempts to provide accommodations for any known disability that may interfere with a person participating in any service, program, or activity of the Department. Alternative accessible formats of this information will be provided upon request. For further information, call (406)444-3423, TTY (800)335-7592, or the Montana Relay at 711.